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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

RAIL SPUR WITH ASSOCIATED STORAGE FACILITY  
NEAR DAUGAVPILS, USSR



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TALENT

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RAIL SPUR WITH ASSOCIATED STORAGE FACILITY  
NEAR DAUGAVPILS, USSR

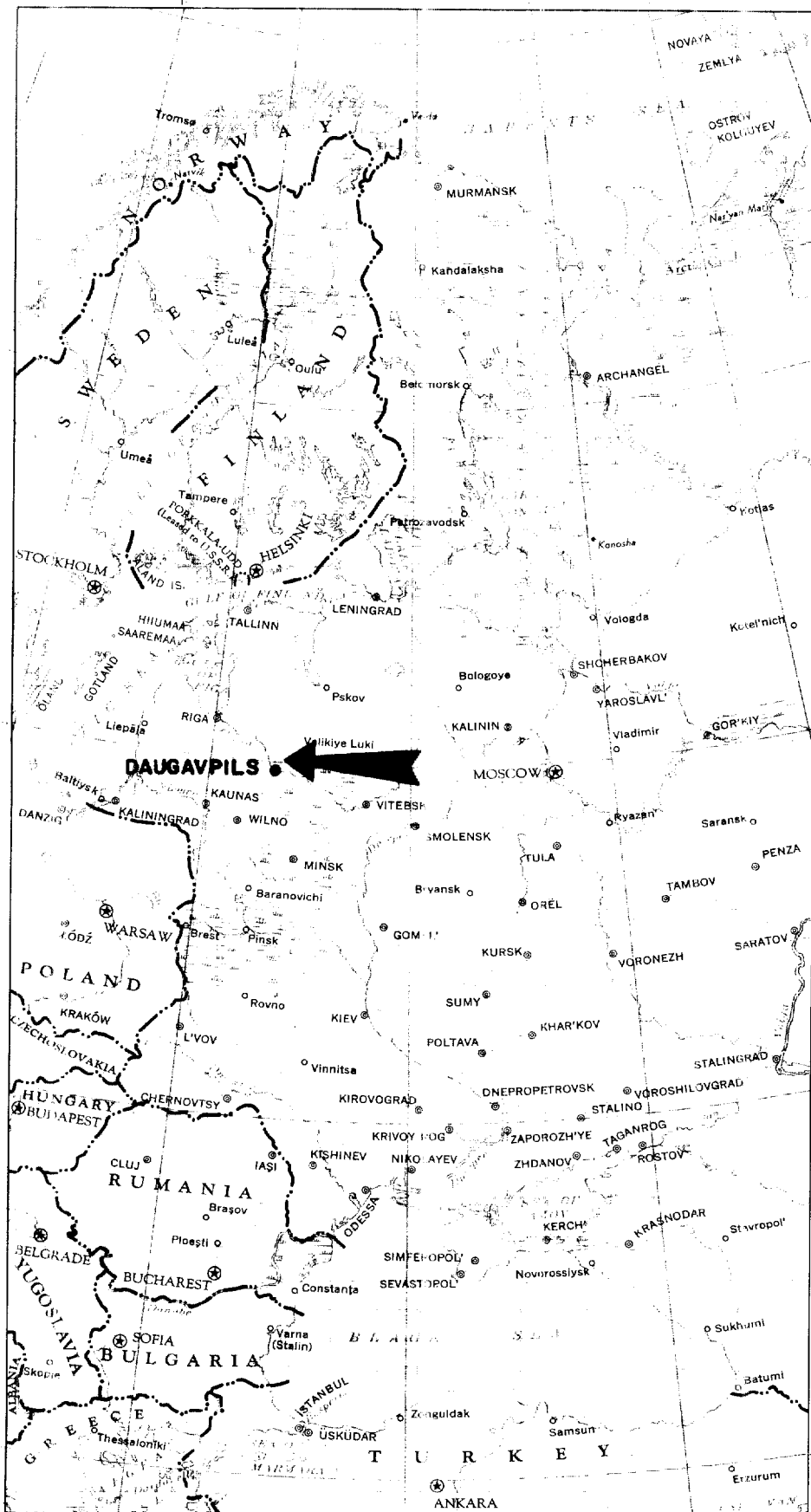
HTA/M-16/58

4 August 1958

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# EUROPEAN U.S.S.R.



- International boundary
- ★ National capital
- Railroad (selected)
- |— Canal (selected)

Some boundaries shown on this map are de facto boundaries (1952), not necessarily recognized as definitive by the United States Government; the United States Government has not recognized the incorporation of Estonia, Latvia, Lithuania into the Soviet Union.

Scale 1:16,150,000  
0 100 200 300 400 Miles  
0 100 200 300 400 Kilometers

Base 12/76 4/82

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RAIL SPUR WITH ASSOCIATED STORAGE FACILITY  
NEAR DAUGAVPILS, USSR

A hooked rail spur, more than a mile long, branches southward from the Daugavpils/Rezekne railroad into a forested area at 55° 59' N/ 26° 38' E, approximately seven nautical miles northeast of Daugavpils, USSR. The associated storage facility, situated chiefly within the loop of the spur, lies in a fenced area covering approximately 150 acres. The most conspicuous storage structures are 16 large tanks and several warehouse-type buildings, which occupy the western part of the enclosure. In the tank storage area, near where it adjoins the warehouses, there is a large U-shaped blast wall behind which there are six tank trucks or horizontal tanks. Facilities in the eastern part of the fenced enclosure, including two bunkers, are grouped together near the terminus of the rail spur, which lies 1,000 feet from the nearest storage tank. Outside the southernmost bend of the rail spur, but also within the perimeter fence, is an open storage area. A rail yard and administration/support buildings are situated outside the fenced enclosure, near the point where the spur leaves the main rail line. A single-story building and a nearby structure 20 feet in diameter and having an estimated height of 60 feet are located several hundred feet to the south. Facilities in the fenced enclosure are serviced by a well developed network of roads, and roads connect the enclosure with the administration/support buildings to the north as well as the Daugavpils/Rezekne highway two nautical miles to the south.

The rail spur, which is approximately 6,500 feet long, is constructed on a normal roadbed. From the point where it originates, the spur and an associated rail yard (figure 2, item A) parallel the

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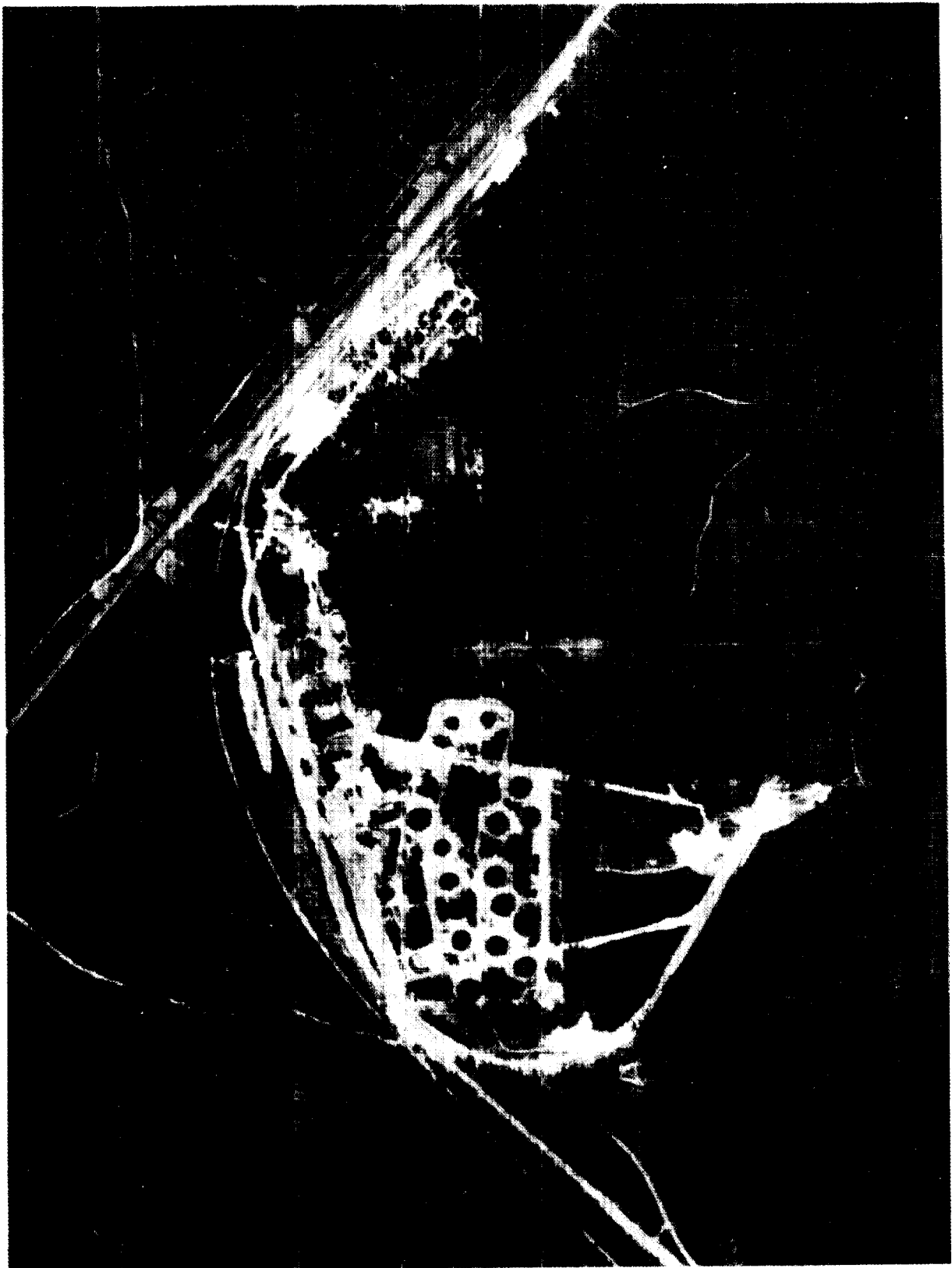


Fig. 1

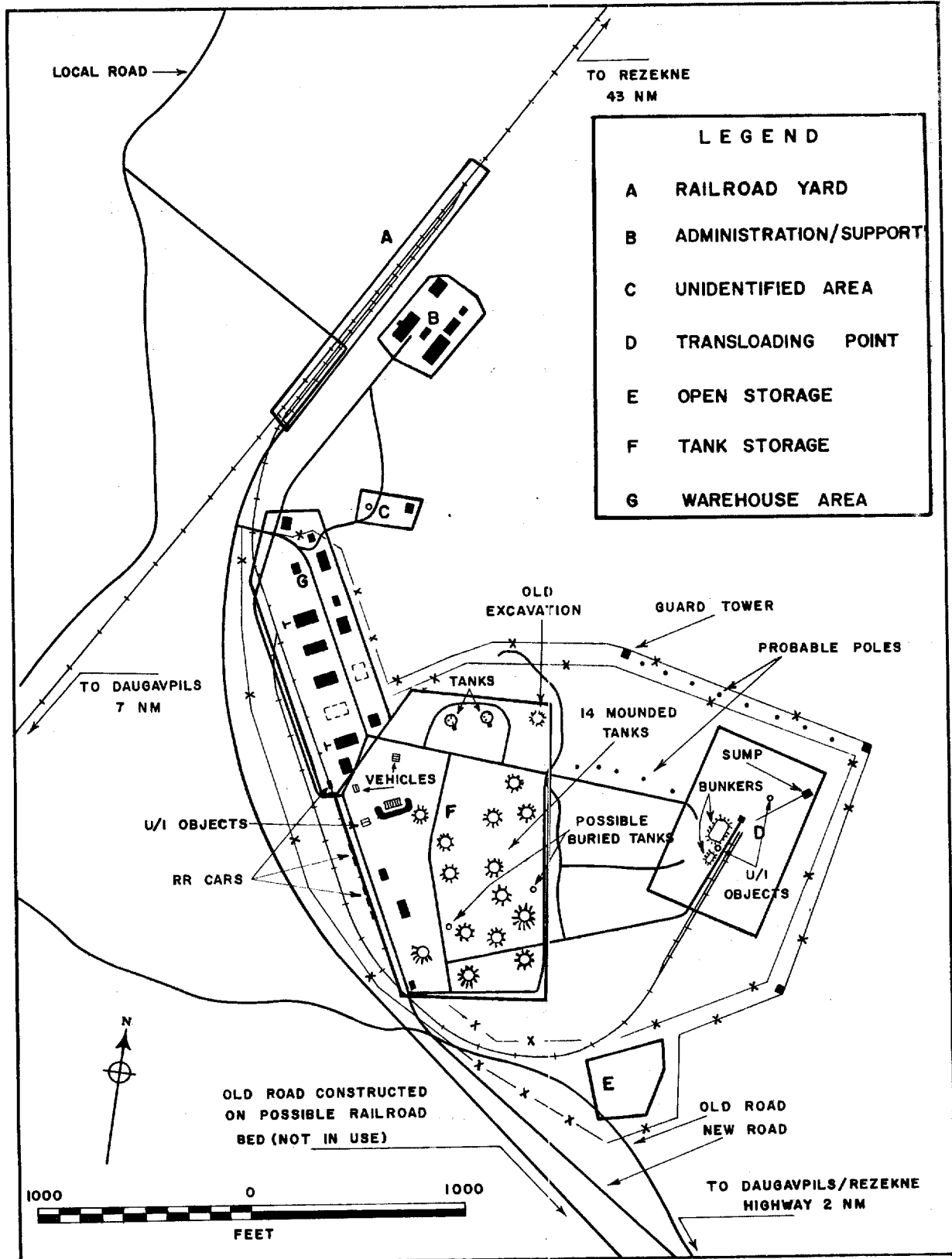


Fig. 2

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main railroad for a distance of 1,500 feet. The yard may contain as many as four tracks at its widest point. About 900 feet beyond the rail yard, in the vicinity of the warehouse and tank storage areas, the spur has a passing track 1,800 feet long. Photography of [REDACTED] shows one [REDACTED] rail car standing on the track nearest the warehouse area. At the time of the [REDACTED] photographic coverage there were five additional cars on the same track. South of the tank storage area the rail spur curves for a distance of 1,400 feet on a radius of approximately 740 feet before heading north-northeast to the terminus area. The last 850 feet of the spur is double tracked. Observation of the fenced area from the main railroad is precluded by the forest.

The storage facility is fenced, but the exact alignment and number of fences cannot be determined. Known fence alignments are represented on figure 2 by solid lines, and probable fence locations by broken lines. An inner fence parallels the outer one for more than half of its length, but it is not possible to determine whether the inner fence is complete. Between the two fences along the northern side of the area there is a line of probable poles. Three guard towers are visible along the outer fence.

The tank storage area (figure 2, item F), covering about 22 acres (1,350 by 700 feet over-all) is served only by road and is directly connected to the vicinity of the rail terminus by three roads. The area is irregular in layout and was constructed with an obvious intent to retain as much tree cover as possible. Storage facilities within the area consist primarily of 16 cylindrical storage tanks, 55 feet in diameter, with two possible vents on each. The estimated average height of these tanks above ground level is 15 feet. Thirteen of the tanks are earth-mounded; one is partially mounded. The protective earth mounds have



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a sod or other covering to prevent erosion. Two of the 16 tanks are unprotected, and appear to have side entrances. Nearby there is one old 55-foot circular excavation. The tank storage area also includes two possible buried tanks, 20 feet in diameter. In addition to the tanks there are two single-story, flat-roofed buildings, a gable-roofed building, and a U-shaped blast wall. The flat-roofed buildings measure 75 by 20 feet and 50 by 20 feet; the gable-roofed building is 30 by 20 feet. Within the shelter of the blast wall there are six tank trucks or horizontal tanks, each 30 by 10 feet. Three vehicles, [REDACTED] feet each, and two vans 25X1D stand in the open. Two 30 by 10-foot objects situated nearby are unidentified. It bears emphasis that not one of the structures in this storage area is rail served.

The warehouse area (figure 2, item G) covers about 10 acres (1,250 by 350 feet over-all) and contains 14 buildings, including two under construction. Five of these, including one under construction, are large warehouse buildings served by both road and rail, and at least two of them have ramps adjoining the rail siding. These five buildings are single-story, gable-roofed structures of uniform shape, each of which measures 100 by 50 feet. Including the one under construction, they will provide a total of 25,000 square feet of covered floor space. The remaining nine buildings, including one under construction, are served only by road. They vary in size and, including the one under construction, will have a total covered floor space of about 16,000 square feet. The dimensions of each of these nine buildings are given below.

Number of Buildings	Dimensions (feet)	Floor Space (sq. ft.)	
1	[REDACTED]	[REDACTED]	25X1D
1	65 x 40	2,600	
2	[REDACTED]	[REDACTED]	
2	[REDACTED]	[REDACTED]	
1	45 x 30	1,350	
2	[REDACTED]	[REDACTED]	25X1D
Total floor space		[REDACTED]	25X1D

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25X1D      The rail spur terminus (figure 2, item D) appears to be a trans-loading point. The only structures at the terminus are two earth-covered bunkers, one [REDACTED] feet and the other [REDACTED] feet, a flat-roofed building 20 feet square, a drainage sump 30 feet square, and two smaller unidentified objects. There are no handling facilities such as pumps, pipelines, or cranes visible. Scarring of the ground in the immediate vicinity indicates activity. One of the three roads which lead from the tank storage area to the vicinity of the rail terminus parallels the last 500 feet of the rail spur. 25X1D

Near the southern portion of the spur track is an open storage site (figure 2, item E). Its location outside the inner fence suggests that it is used for storing materials that are not of primary importance. There may be other open storage in the area, screened from view by the forest cover.

Facing the railroad yard there is an administration/support unit (figure 2, item B) consisting of six non-rail-served, gable-roofed, single-story buildings. Dimensions of each of these six buildings are given in the following tabulation. Several hundred feet south of these buildings, along a side road, there is an unidentified area (figure 2, item C) having a single-story building 45 by 30 feet and a tall structure, 20 feet in diameter and with an estimated height of 60 feet.

Number of Buildings	Dimensions (feet)	Floor Space (sq. ft.)	Remarks
1	140 x 50	7,000	-
1	150 x 45	6,750	Gabled entrance
1	100 x 40	4,000	-
1	70 x 35	2,450	Four vents on roof
1	[REDACTED]	[REDACTED]	Three vents on roof
1	50 x 15	750	-
Total floor space		[REDACTED]	

25X1D

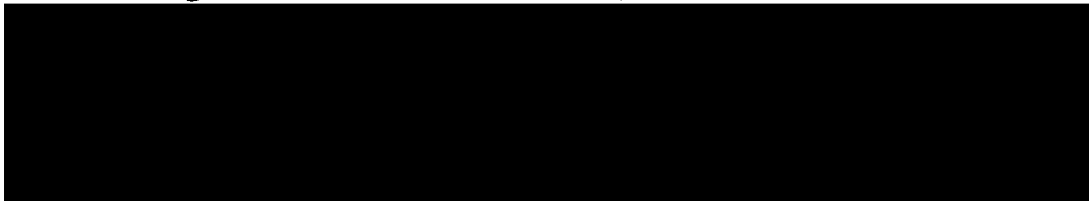
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The precise function of this rail spur and associated storage facility cannot be determined on the basis of available photographic evidence. The importance of this facility is indicated by the heavy security and the attempt at concealment. The presence of bunkers at the transloading site, the U-shaped blast wall for protection of tank trucks or horizontal tanks, and the mounding of tanks suggest that the material stored is of a highly sensitive character.

REQUIREMENT: Prepared in answer to RR/HTA/E/R16/58, requesting an analysis of suspected possible ICBM launching sites.



MAP DATA:

USAF Pilotage Chart 168 B, scale 1:500,000

US Target Complex Chart, 0168-9995-100, Scale 1:100,000

REFERENCE:

Navy. Summary Photo Intelligence Report NT-P 000449.

29 October 1957. TSC

COORDINATES: 55°59' N/26°38' E

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